

10th December 1923]

(b) & (c) The Madras Local Boards Act, 1920, does not permit the levy of railway cess. District boards therefore ceased to levy the cess when the new Act came into force. The amount of railway cess accumulated up to 31st March 1923 was as shown below:—

Name of the district board.	Amount invested up to 31st March 1923.	Cash balance on 31st March 1923.
	RS.	RS.
1. Arcot, South	13,99,600	35,810
2. Coimbatore	9,06,875	1,52,462
3. Cuddapah	2,12,353	11,136
4. Ganjam	2,26,400	81,729
5. Godavari	3,75,200	6,782
6. Guntur	5,69,303	1,33,787
7. Kanara, South	3,24,100	12,322
8. Kistna	23,04,500	7,33,626
9. Kurnool	7,16,800	1,25,152
10. Madura	8,04,000	2,36,945
11. Nellore	6,79,419	...
12. Ramnad	7,56,300	2,03,915
13. Salem	7,14,500	1,60,671
14. Tinnevelly	...	1,01,593
15. Trichinopoly	5,38,700	91,344
16. Vizagapatam	4,76,700	33,284
 Total	 1,10,04,750	 21,20,558



Most of the amounts shown as cash balance have since been invested. The report of a committee appointed to consider the question of utilizing these accumulations for the construction of light railways in the Presidency is under the consideration of Government.

*Distance-limit between toll-gates in Coimbatore.*

10 Q.—Mr. C. V. VENKATARAMANA AYYANGAR: Will the hon. the Minister for Local Self-Government be pleased to state—

(a) whether there is any provision for a minimum distance-limit between toll-gates under the rules of the Government; and

(b) whether the Government have received any memorials objecting to the creation of several new gates in the Coimbatore district which are within about 15 miles distance from existing toll-gates; and whether the Government have taken any action on them?

A.—(a) The answer is in the affirmative. Toll-gates on the same road should ordinarily be 20 miles distant from each other. Local fund toll-gates should ordinarily be at least 10 miles distant from municipal toll-gates.

(b) The Government have not recently received any such memorial.